

## THE ISTHMIAN CANAL

## THE REPORT OF THE COMMISSION LAID BEFORE CONGRESS.

## NICARAGUAN ROUTE ENDORSED

This Canal Longer and More Expensive to Construct Than the Panama, But More Advantageous to Commerce in the Saving of Time—Great Cost to Obtain the Panama Concession—Other Comparisons Made—Minority Report by Commissioner Morrison

Washington, December 4.—The report of the isthmian canal commission was sent to congress today.

The commission, as anticipated several weeks ago, favors the Nicaragua route and makes an estimate of \$189,364,062 as the total cost of construction of the canal through Nicaragua.

The estimated cost of the Panama route is \$144,233,358, but the report says it would cost \$109,141,000 to obtain the Panama concession. The commission values the work done at \$40,000,000. The report says the Panama route is feasible as a sea level canal while the Nicaragua route must be by locks, but lake Nicaragua will furnish an inexhaustible supply of water for the canal.

The Nicaragua route has no natural harbors at either end, but satisfactory harbors already exist at each end of the Panama route, but considerable work must be done at the entrance of the harbor on the Atlantic side.

With adequate force and plant the commission estimates that the Nicaragua canal can be completed in six years, exclusive of two years for preparation. The years are estimated to complete the Panama canal.

The total length of the Nicaragua route is 183.66 miles, and the Panama route is 49.09 miles.

The estimated cost of operating and maintaining the Nicaragua canal annually is \$1,350,000 greater than that of the Panama canal.

The estimated time for a deep draught vessel to pass through the Panama canal is twelve hours and through Nicaragua canal thirty-three hours.

The Nicaragua route, the report says, is more advantageous for commerce, save that originating on the west coast of South America. For the gulf ports the advantage is two days, and for most of the ports in the Atlantic and Pacific one day. The Nicaragua route is said to be better for sailing vessels on account of favoring winds. Hygienic conditions also favor Nicaragua. The commission says the United States should acquire control of a strip of territory ten miles wide from sea to sea to build the canal.

The consent of Nicaragua and Costa Rica must be obtained to construct the canal, but the report says this can easily be secured. The concessions granted by the Colombian government to the Panama Canal Company have many years to run and new concessions cannot be granted the United States. The report concludes as follows:

"After considering all the facts developed by the investigation, the commission, the actual situation as it now stands, and having in view the terms offered by the new Panama Canal Company, this commission is of the opinion that the most practicable and feasible route for an isthmian canal, to be under control, management and ownership of the United States is that known as the Nicaragua route."

George S. Morrison, a member of the commission, submits a minority report favoring the Panama route. He says the estimates for the Nicaragua canal do not make sufficient provisions for unknown conditions and contingencies. No consideration, he says, has been given to accidental interruption of traffic by the Panama route. He says would not be so likely to occur at Panama. He believes that better conditions and terms can be arranged through the acquisition of the Panama Canal Company's rights, than by any negotiation with Nicaragua and Costa Rica. The government after securing these rights, he says, could negotiate direct with Colombia for the right to construct the canal. He closes by saying:

"The Panama route has advantages over the Nicaragua route in the cost of construction, in cost of operation and in convenience when done, while its use is less likely to lead to local international complications. If the United States government is to build an isthmian canal, the Panama route is the best."

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## NAVY YARDS AND STATIONS

## Estimates for Their Maintenance Aggregate Twenty-One Million Dollars

Washington, December 5.—The rapid growth of the navy is the plea set up by Rear Admiral Endicott, chief of the bureau of yards and docks, to justify the submission of estimates for the maintenance of the navy yards and stations and improvements, aggregating \$21,526,359. He admits that these estimates are much beyond the limit supposed probable when the current appropriations were made, but declares that all the works named are considered necessary.

The estimates for the various navy yards are as follows: Portsmouth, N. H., \$1,947,575, (this includes \$500,000 for a new floating drydock); Boston, \$1,570,000; naval station, Rhode Island, \$200,000; naval station, New London, \$51,000; New York \$3,475,000. League Island \$741,300, Washington \$222,000, Norfolk \$1,511,000, Charleston \$1,050,000, Key West \$23,000, Pensacola \$995,800, Algiers, La., \$359,000; Mare Island \$888,700, Puget Sound \$1,169,500, San Francisco \$2,613,000, Tutuila \$108,000, Cavite \$331,000, Olongapo \$1,443,000, Guam \$12,300.

In addition to these items the report asks an appropriation of \$1,050,000 to complete the four drydocks at Portsmouth, Boston, League Island and Mare Island.

An engineering feature of the report is a recommendation that all of the power plants in the navy yards be concentrated.

## ANOTHER RAILWAY WRECK

## Two Passenger Trains Collide—Three Persons Killed

Malvern, Ark., December 5.—Three persons killed and thirty-eight injured is the result of a head-on collision between two passenger trains on the St. Louis, Iron Mountain and Southern railroad one and a half miles south of here this evening. The two trains were the St. Louis fast mail, southbound, leaving St. Louis at 3 o'clock a. m., and the Little Rock and Eldorado passenger, northbound, due in Little Rock at 8 o'clock p. m.

The southbound train was to meet the other at Malvern, but the latter train was late and the former moved ahead expecting to meet the other train at the next station. A mile and a half south of Malvern the two trains met in a terrific collision. Engineer Robert Herriot, of the northbound, jumped in time to save his life, and engineer McCampbell, of the Little Rock train, did likewise.

The two engines were wrecked and the colored coach next to the passenger car on the southbound train was badly smashed. It was crowded with colored emigrants from North Carolina, Georgia and Alabama to Texas.

The smoking car of the northbound train was badly damaged and most of its occupants were injured, but the rear coaches on this train did not suffer.

The dead and injured were brought here as soon as possible and physicians are attending the injured.

## ATLANTA'S NEW DEPOT

## Bill for Erection on State Lands Passes Lower House of Legislature

Atlanta, Ga., December 5.—The bill to erect a union railroad station on the state of Georgia's property in Atlanta passed the house of representatives late this afternoon by a vote of 107 to 55. The bill provides for a commission of nine to be headed by the governor of Georgia and consisting of four members each from the house and senate to be chosen by the speakers of those bodies. This commission will receive bids and inspect plans for the erection of the depot and advertise the project in the newspapers of New York, Philadelphia and Baltimore.

The bill provides for the State's money is made available for the project on January 1, 1903, but the commission is empowered to proceed with the work as soon as the bills have passed the senate, which is expected by next Tuesday.

More Expert Testimony in Bonine Case

Washington, December 5.—Experts called by the defense continued their testimony today at the trial of Mrs. Lola Ida Bonine. The evidence related almost entirely to the state of Mrs. Bonine's health at the time of the killing. Maurice Bonine, her son, was called and stated that it was his custom to carry the family washing to the laundry, who herself gave evidence as to the nature of the garments brought to her on the day following Ayres' death.

George F. Thompson, colored, a former employee of the Kennore, testified that he had overheard Mrs. Bonine, Mr. Bonine and Ayres talking about chemistry and medical subjects.

Dr. H. D. Fry today resumed his testimony as to Mrs. Bonine's physical condition at the time of the killing. George Barrie gave similar testimony.

The lengthy examination of expert witnesses called by the defense will necessitate the carrying of the case over into next week, but the present understanding now is that it will go to the jury on Tuesday.

Manila, December 5.—General Chaffee has issued orders for the closing of all ports in Laguna and Batangas provinces. The quartermasters there will cease paying rent to the Filipinos for buildings used for military purposes, as it is known that a large portion of the money so paid finds its way to the insurgents in the shape of contributions, and General Chaffee intends that no more government funds shall find their way into the hands of the enemy. The reason for closing the ports is that too many supplies are found to be getting into the possession of the insurgents.

Governor Taft is improving rapidly and now expects to return to the United States on the government transport Grant, which sails before Christmas.

Precedence in Bankruptcy Law Over State Lands

Macon, Ga., December 5.—Judge Emory Speer today decided that the bankruptcy laws have superseded all state laws in insolvency proceedings and that receivers appointed by state courts in insolvency cases cease to have authority and must be compelled to surrender assets to the authorized officer of the bankruptcy court, when called upon so to do.

The decision was the outcome of a hearing had upon the return of a state court receiver, T. J. Carlings, to turn over to the bankruptcy court assets in his hands belonging to the Macon Sash, Door and Lumber Company. The case will be appealed.

## HAY-PAUNCEFOTE TREATY

## NEW INTERNATIONAL AGREEMENT FOR AN ISTHMIAN CANAL.

## ITS SUBMISSION TO THE SENATE

President Roosevelt Sends to the Senate for Its Ratification This Treaty Signed Recently by Representatives of the United States and Great Britain—Abrogation of the Clayton-Bulwer Treaty Agreed Upon by Both Nations—Text of the Proposed Treaty

Washington, December 5.—The new Hay-Pauncefote treaty, providing for the construction of a canal across the isthmus of Panama, which was sent to the senate yesterday, is as follows:

The United States of America and His Majesty, Edward the VII., of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas King, and Emperor of India, being desirous to facilitate the construction of a ship canal to connect the Atlantic and Pacific oceans, by whatever route may be considered expedient, and, by that end, to remove any objection which may arise out of the convention of the 19th of April 1850, commonly called the Clayton-Bulwer treaty, to the construction of such canal under the auspices of the government of the United States, without impairing the general principle of neutralization established in Article VIII of that convention, have for that purpose appointed as their plenipotentiaries:

The President of the United States, John Hay, Secretary of State of the United States of America and His Majesty, Edward the VII., of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas King, and Emperor of India, being desirous to facilitate the construction of a ship canal to connect the Atlantic and Pacific oceans, by whatever route may be considered expedient, and, by that end, to remove any objection which may arise out of the convention of the 19th of April 1850, commonly called the Clayton-Bulwer treaty, to the construction of such canal under the auspices of the government of the United States, without impairing the general principle of neutralization established in Article VIII of that convention, have for that purpose appointed as their plenipotentiaries:

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The President of the United States, John Hay, Secretary of State of the United States of America and His Majesty, Edward the VII., of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas King, and Emperor of India, being desirous to facilitate the construction of a ship canal to connect the Atlantic and Pacific oceans, by whatever route may be considered expedient, and, by that end, to remove any objection which may arise out of the convention of the 19th of April 1850, commonly called the Clayton-Bulwer treaty, to the construction of such canal under the auspices of the government of the United States, without impairing the general principle of neutralization established in Article VIII of that convention, have for that purpose appointed as their plenipotentiaries:

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The President of the United States, John Hay, Secretary of State of the United States of America and His Majesty, Edward the VII., of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas King, and Emperor of India, being desirous to facilitate the construction of a ship canal to connect the Atlantic and Pacific oceans, by whatever route may be considered expedient, and, by that end, to remove any objection which may arise out of the convention of the 19th of April 1850, commonly called the Clayton-Bulwer treaty, to the construction of such canal under the auspices of the government of the United States, without impairing the general principle of neutralization established in Article VIII of that convention, have for that purpose appointed as their plenipotentiaries:

the neutralization or the obligation of the high contracting parties under the present treaty.

## ARTICLE V.

The present treaty shall be ratified by the president of the United States by and with the advice and consent of the senate thereof, and by His Britannic Majesty; and the ratifications shall be exchanged at Washington or at London, at the earliest possible time within six months from the date hereof. In faith whereof the respective plenipotentiaries have signed this treaty and hereunto affixed their seals. Done in duplicate at Washington, on the 18th day of November in the year of our Lord, One Thousand Nine Hundred and One.

(Signed) JOHN HAY, (Seal) PAUNCEFOTE, (Seal)

Following is the letter of President Roosevelt transmitting the treaty to the senate:

"To The Senate: I transmit for the advice and consent of the senate to its ratification, a convention signed November 18, 1901, by the respective plenipotentiaries of the United States and Great Britain to facilitate the construction of a ship canal to connect the Atlantic and Pacific oceans by whatever route may be considered expedient, and, by that end, to remove any objection which may arise out of the convention of April 19, 1850, commonly called the Clayton-Bulwer treaty, to the construction of such canal under the auspices of the government of